

MIDDLETOWN JOURNAL

SPORTS AND
VALLEY NEWS

MIDDLETOWN, OHIO, FRIDAY, NOVEMBER 3, 1865

PAGE THIRTEEN

Woman, 3 Girls See Object Land, Take Off

Just what it was Mrs. Helen Tucker of 518 Young St. doesn't know, but she and three teen-agers saw something at 8:45 last night and it was like nothing they had ever seen before.

They were in West Middletown and had turned on to Brown's Run Road when one of the youths said, "What in the world is that big bright light up there in the sky?"

"It was very bright and flashing," said Mrs. Tucker, "larger than a star too high up to be fastened to anything."

"We drove into Poasttown trying to get closer and as we got to the railroad tracks we saw sparks shooting from the object. We stopped and at first thought some high overhead wires were shorting out, then decided it had better be reported."

"But as we turned into a lane, one of the girls said it was moving. When I looked, I saw it moving straight ahead and very fast, and it looked like a plane. The

lights weren't flashing, then and red and white colors were very clear. One said they saw a bluish color, but I didn't."

"Occasionally we lost sight of it because it would go behind a tree."

"It was moving in the direction of Middletown and since the air field was close I thought it would circle and land."

"We followed it and it came down more rapidly than any plane I've ever seen, and when it landed, not on the airfield, but across Carmody Boulevard in the depression along the river, it looked like a Christmas tree."

"The wing expanse was huge and appeared to be completely lit up. There were long, shooting lights like flames going on and off."

"Someone said the fuselage appeared to have a bubble on top although I couldn't see any, but it appeared to be pointed on top the way the lights were."

"There was no activity at the airfield so we went up

and turned around at the Firemen's Club, and as we did so someone called out that it was taking off. It looked like hot metal as it did."

"It operated like a helicopter," said Mrs. Tucker, "yet it had speed."

"We notified the police department and they had heard of other reports of people seeing the same thing, but no one had seen it land. The others had seen it high in the sky."

"Now I may need my glasses changed," Mrs. Tucker commented, "but I don't need them changed that badly. We saw it!"

AF To Hear Saucer Story

By JOY JONES

The Air Force will be in Middletown tomorrow to see Mrs. Helen Tucker, 516 Young St., and investigate the object she reported seeing last Thursday night.

"I just hope they come up with some logical explanation," she said.

MRS. TUCKER, office manager at the First Methodist Church, and three teen-age companions, first noticed the object as a bright, flashing light at 6:45 p.m. last Thursday as they were turning around on the Brown's Run Road in West Middletown. The object was followed until it landed across Carmody Boulevard opposite the airport and then took off, they said.

Mrs. Tucker has been doing a lot of reading since last week. Until she called Wright-Patterson Air Force Base yesterday afternoon, she thought she might have an answer. The Hughes's XV-9A, an experimental combination helicopter and plane which shoots out hot gases, bore some resemblance to what she saw. But she was told it could not hover in one spot and its lights were not as bright as the ones she saw.

What apparently was the same object was sighted in the Gratis area just after it was seen here.

About 7 p.m. a woman living near Gratis on Rt. 122 heard what she thought was a plane flying over her house. The woman, who declined to be identified, said she was alone at the time watching television.

"The TV picture was knocked off, and the lights flickered," she said.

"I listened for awhile and it sounded more like a jet coming

down. So I ran to the window and saw a bright light toward the woods about a mile and a half to two miles away. It was as white as could be. You've never seen anything so white."

"I got the binoculars and then I could see red spots in with the white. It was just one big, huge, great big light."

SHE EXPLAINED that she thought no more about it until she read Mrs. Tucker's report in the Journal earlier this week.

Other residents in the Gratis area reportedly heard what they thought was a jet in trouble.

The object apparently had made a large circle. Mrs. Tucker reported that it landed from the northeast and headed northwest when it took off. Gratis residents reportedly heard the sound approaching from the south, but the observer there said it flew over her house from the north and either landed or hovered southeast of her home.

Patrolman Jack Barnes, who was on duty the night Mrs. Tucker called, reported that police often receive UFO reports. "But none ever fit the description she gave me."

"She was the only one who called that night, and it had been about two weeks since we'd gotten any other reports. Nor-

mally people see one bright light blinking on and off high up. No one ever said they'd seen one with wings and shooting fire."

It is known that an Armco

plane landed at Middletown airport at 6:45, but it did not take off again.

There was a reported unauthorized parachute drop in the area, but this could not be veri-

	Home	Depart
12013	0830 FTD DECHT	0830
12056	1000 MAMISBURG TOURISM 1005	
12056	1010 Prince Street on Sept 1 st 1005 Lynn Agnew Mrs Sebastian	
12057	1130 Joy Jones 12.7	
12066	12067 Park & Post 1245	
	1315 Francis 13.0	
	Mrs Taylor 215	
12070	227 deposit Miller	

12013	FTD 43 mi
12056	MAMISBURG + } 14 mi
12070	Roxon Area } 42 mi
T2112	<hr/> 99 mi

TEEW/UFO

UFO Sighting, Middletown, Ohio

DEC 10 1965

Hq USAF SAFOICC (Mrs Hunt)

[REDACTED] has requested an evaluation of her observation which occurred on 4 November 1965. It is suggested that SAFOI relay this information to her. The following is a suggested reply:

Dear [REDACTED],

The results of our investigation into your sighting on the night of 4 November leads to the conclusion that the initial phases and possibly some of the subsequent portions of the sighting were attributed to the Armco Gulfstream 437-A which landed at approximately 1840 EST. The approach path of this aircraft to Middletown was from the Northeast and the landing runway was on an azimuth of 052 degrees. Wing tip and tail flashing strobe lights are installed on the aircraft which were operating at the time, as well as top and bottom fuselage rotating beacons.

Although there is a discrepancy of about five minutes in the reported time of the sighting and landing of the aircraft, it is reasonable to assume that this small difference in time would not eliminate this as a cause of the report. Since you were parked on the highway waiting for your daughter at 6:30 and did not observe this aircraft, this gives all the more reason for us to believe that the Armco jet with its landing light on was the initial object sighted to the Northeast. The aircraft at this time was far enough away that the landing lights would obliterate the smaller lights from the strobes and beacons. At this time your car was moved to the railroad track, and at the same time the Armco jet had now moved to a point near enough that the strobes and rotating beacons would give an illusion of sparks and flashing which you compared to a defective electrical transformer.

There is one point of discrepancy here in the direction reported by you as North. The aircraft was approaching from the Northeast from a heading approximately parallel with that of the railroad track. Assuming this slight error in direction, the Armco jet could be the cause of the second phase of your sighting. During this entire phase

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Record of
Office of the Director, FBI, CIO

TDEW/ku

of your observation, the jet is making a direct approach toward the air field. At this point you decided to move your car, and the aircraft continued its approach following the road descending for a landing. At this time, the wings and tail lights were clearly defined and the speed of the aircraft would have been slowed to a point where it would be possible for you to chase it down the road. This third phase of your sighting consisting of the chase of the object down the road is still consistent with an observation of the Armco jet.

The fourth phase consists of the lights appearing on or just above the ground in the direction of the airport when you pulled the car to the side of the road. This can be attributed to these aircraft lights on the runway (invisible from that location) or some ground lights on the opposite side of the river. The final phase of your sighting consisting of lights rising and moving off to the Northwest cannot be explained in terms of this aircraft. At present we have been unable to locate any known object to account for this portion of your sighting. A check was made with the local radar network and no unidentified tracks were observed on the night of 4 November. Contact was made with all known military agencies operating helicopter-type aircraft in Southwest Ohio, and we were unsuccessful in placing any of these vehicles in the Middletown area at the time of your observation. The pilot, [REDACTED] and co-pilot [REDACTED] of the Armco Gulfstream [REDACTED] did not observe any unusual lights or other aircraft during their approach to the airport. This is particularly significant since Hook Field has no operating control tower. The pilot in his approach to the airport must be sure that no other aircraft are in the area in the process of landing or taking off from the airport. Both pilots are familiar with the local landmarks and ground lights adjacent to the air field. No unusual lights were observed. No additional witnesses have reported anything unusual which we can correlate with your sightings.

Our evaluation of your observation is consistent with the above interpretation of the sequence of events associated with your report and the landing of the Gulfstream 347-A. This case will be carried as two separate objects. The first evaluated as an aircraft, and the second disappearing to the Northwest remains unsolved. The

additional witness near Gratis which may have observed this or a similar object has not contacted us.

FOR THE COMMANDER

deJ
ERIC T de JONCKHEERE, Colonel, USAF
Deputy for Technology and Subsystems

ORIGINATOR
TDEW/UFO

Maj H Quintanilla Jr.

DATED 3 Feb 65

TDEW

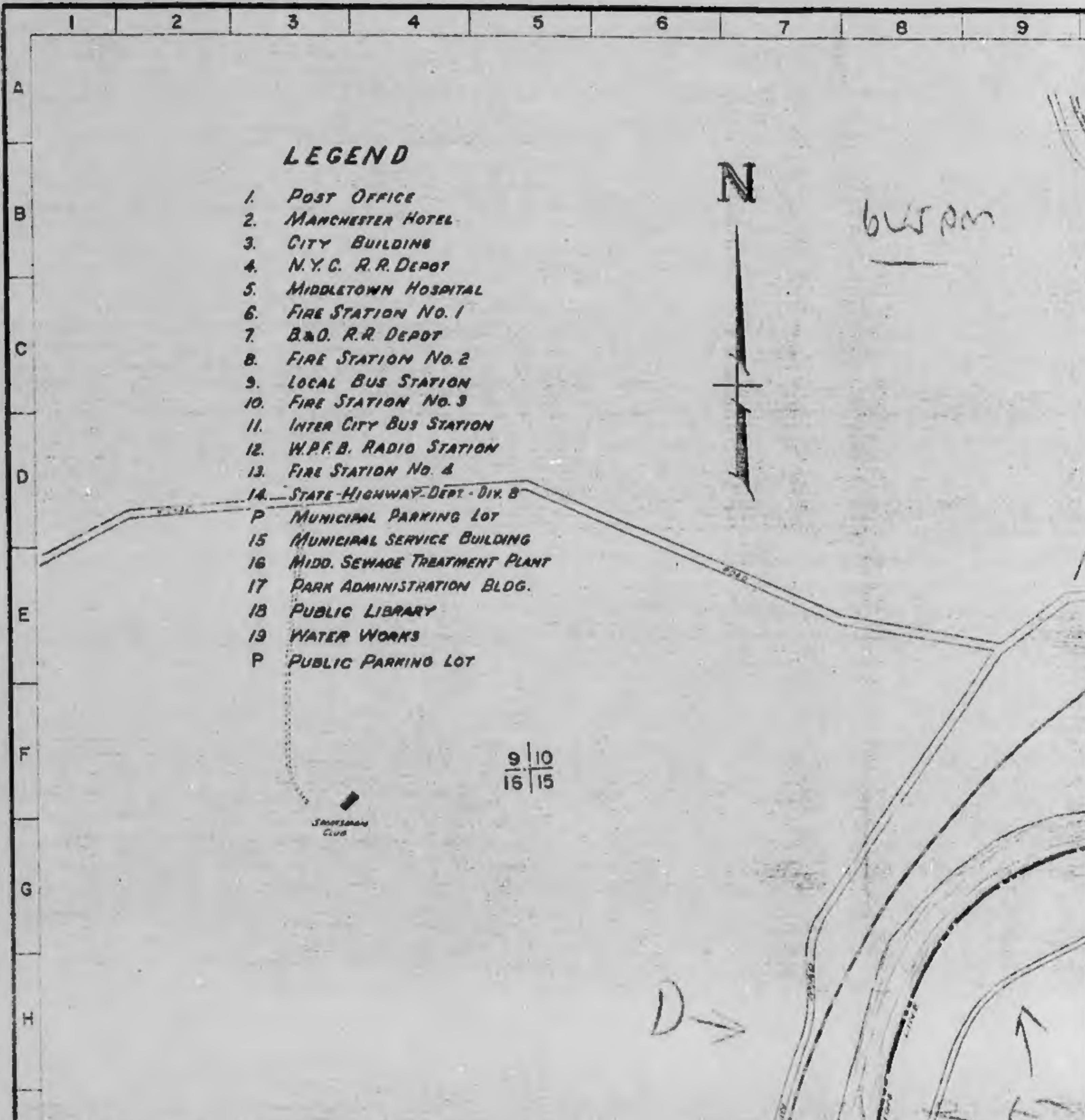
Louis De Rose

DATED 8 Feb 65

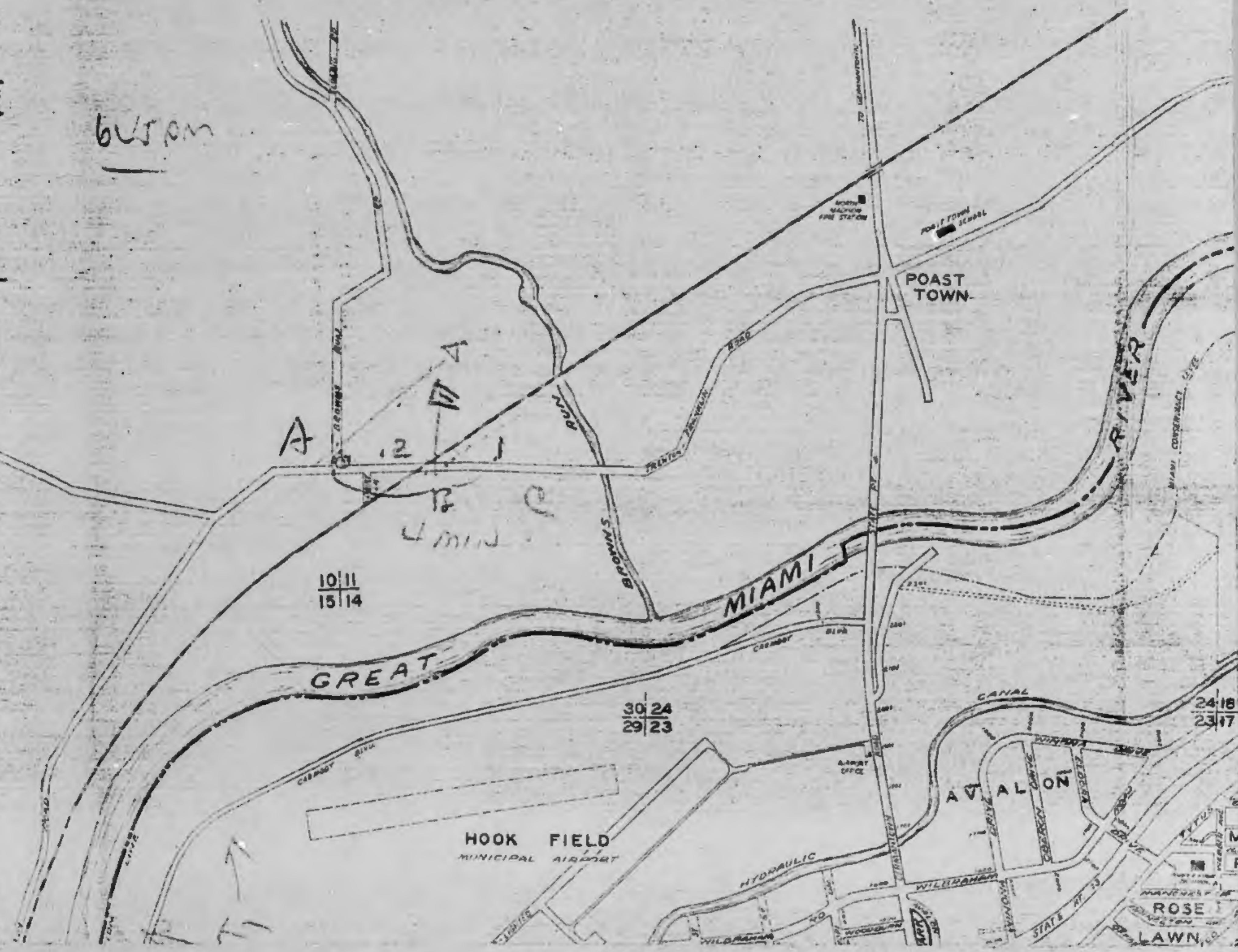
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AERONCA ST.	J-17
ALAMO RD.	M-20
ALAMEDA CIRCLE	N-15
THE ALAMEDA	N-17
AMBURG ST.	J-23
ARCADIA DR.	J-29
ARMORE DR.	M-18
ARLINGTON AVE.	M-16
ARMCO DR.	J-17
ARNOLD DR.	N-26
ARPP LANE	M-12
ASKEW ST.	O-11
ATCO AVE	I-18
AUBURN ST.	J-14
AUGUST AVE.	T-13
AVALON DR	H-15
ANDREW ST.	K-12
ANNE RD.	M-6
AMITY LANE	E-12
AIRPORT DR.	J-9
ADRIA CT.	P-27

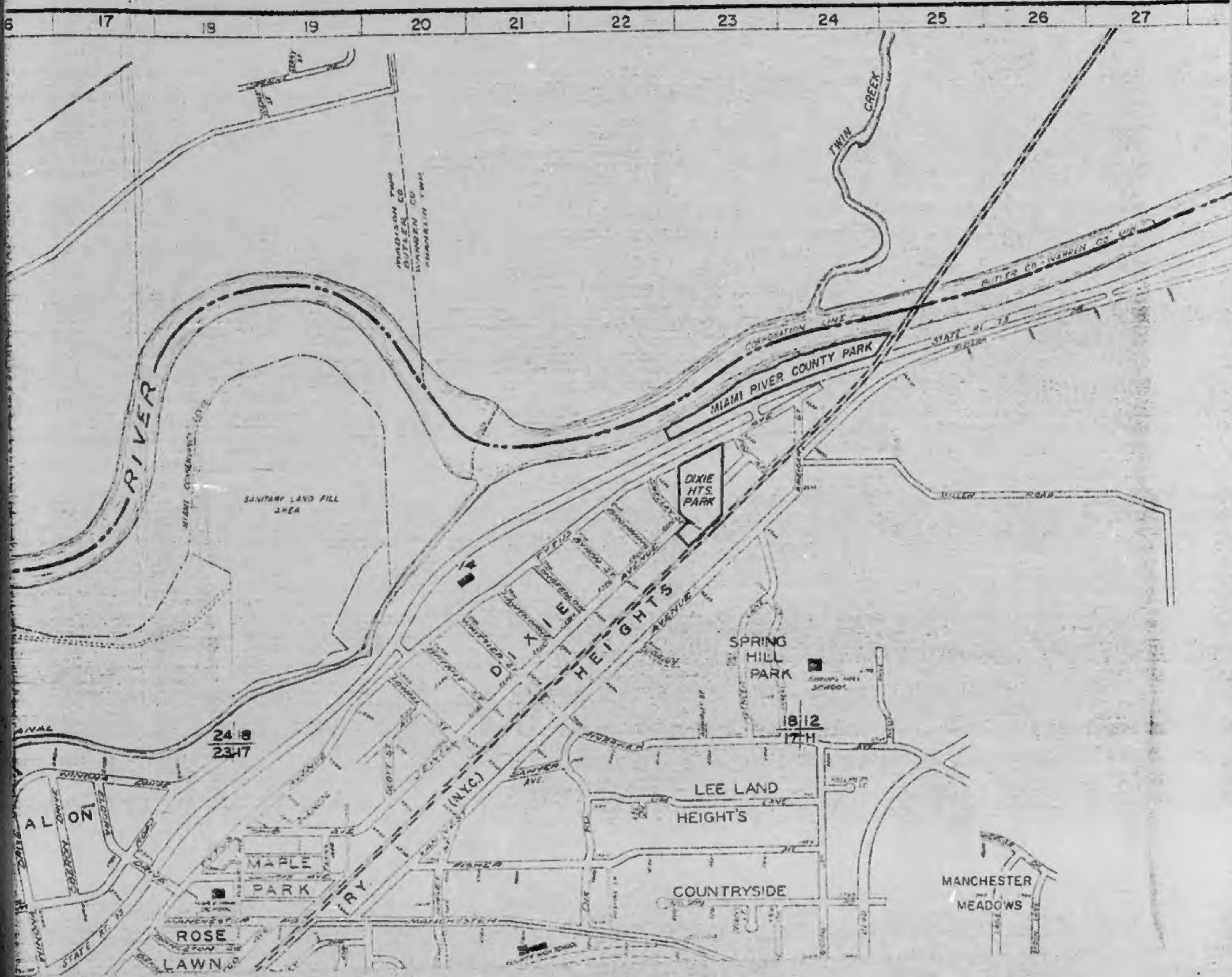
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BARNITZ ST.	L-20
BATESY DR.	O-24
FECHM ST.	J-13
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BELVIDERE AVE.	C-10
BEN HARRISON ST.	W-9
BERNICE AVE.	W-10
BERWICK LANE	I-26
BEKLEY DR.	I-19
BENDEL DR.	CD-12
BONITA DR.	R-28
BONNELL ST.	M-9
BREIEL BLVD.	V-24.1
BRELL DR.	F-23
BRENT DR.	W-10
BRENTWOOD ST.	S-18
BROOKHAVEN DR.	N-28
BROWNING ST.	E-22
BROWN AVE.	G-12
BROWNS RUN RD	D-10
GRYANT ST.	F-20
BUENA AVE.	T-7
BURTON RD.	O-23
BURBANK AVE.	P-18
BYRON ST.	E-22
BROAD ST.	V-10
BEATRICE DR.	P-19
BOYLSTON ST.	P-28
BLUE BALL PINE	R-28

CARROLL LEE LN.	T-14
CALUMET AVE	S-1
CAMPBELL COURT	O-10
CANAL ST.	G-1
CARMOOT BLVD.	G-3
CARMODY PLACE	T-22
CARROL AVE	L-14
CAROLINA ST.	S-17
CASPER AVE	M-12
CATALPA DR.	T-3
CENTRAL AVE	M-10
CENTENNIAL AVE.	P-9
CHARLES ST.	L-14
CHERRY ST.	T-12



7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18





ARMCO STEEL CORPORATION

GENERAL OFFICES • MIDDLETOWN, OHIO 45042

WALTER C. PAGUE
MANAGER A-B TRANSPORTATION



November 26, 1965

Major Rector Quintanilla, USAF
Chief Project Blue Book
Wright-Patterson AFB
Ohio 45433

Dear Sir:

In reply to your letter of 15 November, 1965, with reference to your investigation of an unidentified flying object, I am submitting the following information:

The pilots aboard the Armco Steel Corporation Gulfstream -437-A were [REDACTED] and the undersigned, who are employees of the company.

- a. There were no unusual lights or other aircraft observed during the approach to the airport.
- b. The time of landing was 1840 EST (2340Z).
- c. The approach path of the aircraft was from the northeast over the field after which a right turn was executed and the aircraft then proceeded westbound until entering a downwind leg on the southwesterly heading in preparation for landing to the northeast on the runway heading 352 degrees.
- d. There is no afterburner used on the engines.

Insofar as there are wing tip and tail flashing strobe lights installed on the aircraft which we operated at the time, as well as top and bottom fuselage rotating beacons, we feel this might help in your investigation.

We hope that the above will be of some assistance to you.

Very truly yours,

A large, dark, horizontal ink smudge, likely a signature, is positioned above the title "Pilot".

EEN:rmv

Pilot



CHESTER ST
 CHRISTEL AVE
 CHURCH AVE
 CINCINNATI-DAYTON RD
 CIRCLE DR
 CLARENDON AVE.
 CLARK ST
 CLAYTON AVE
 CLEVELAND ST
 CLOUDIN ST
 COLES RD
 COLUMBIA AVE
 CONCORD AVE
 CORA VIA
 CRAWFORD ST
 CREEK VEN LA
 CRESLENT DR
 CROYDON LANE
 CROWN RD
 CURRER RD
 CURTIS ST
 CHERRYWOOD LANE
 CELESTE DR
 CATSKILL DR
 CAPIL ANN LANE
 CRASHS AVE

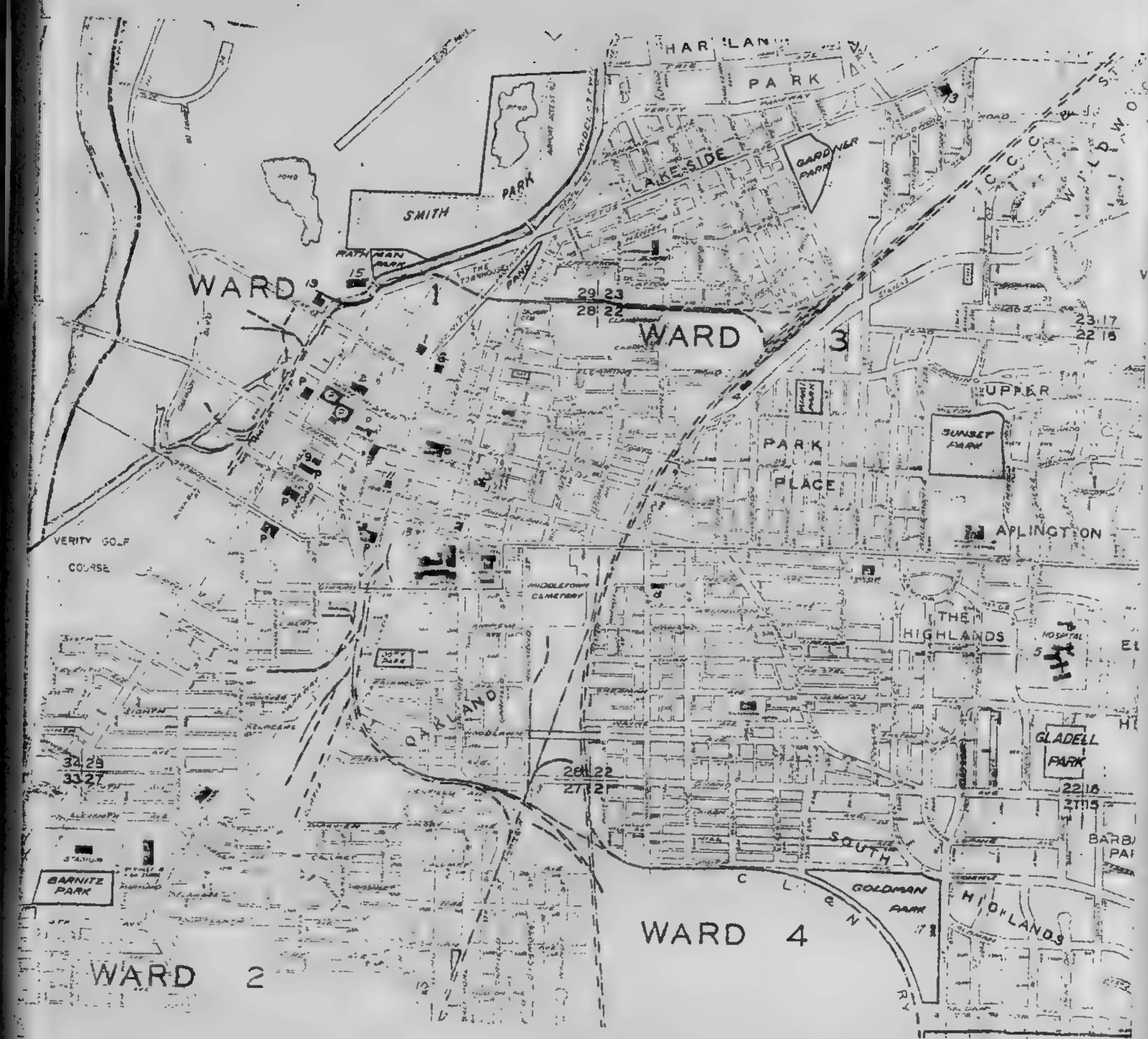
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DAZT	DR	N-6
DELAWARE	AVE	O-4
DIX	RD	H-22
DISSET	DR	N-20
DOTY	ST	M-14
DOUGLAS	ST	O-16
EDWARD	RD	E-57
ELKE	HAT	K-35
O FUTHT	LANE	DD-13

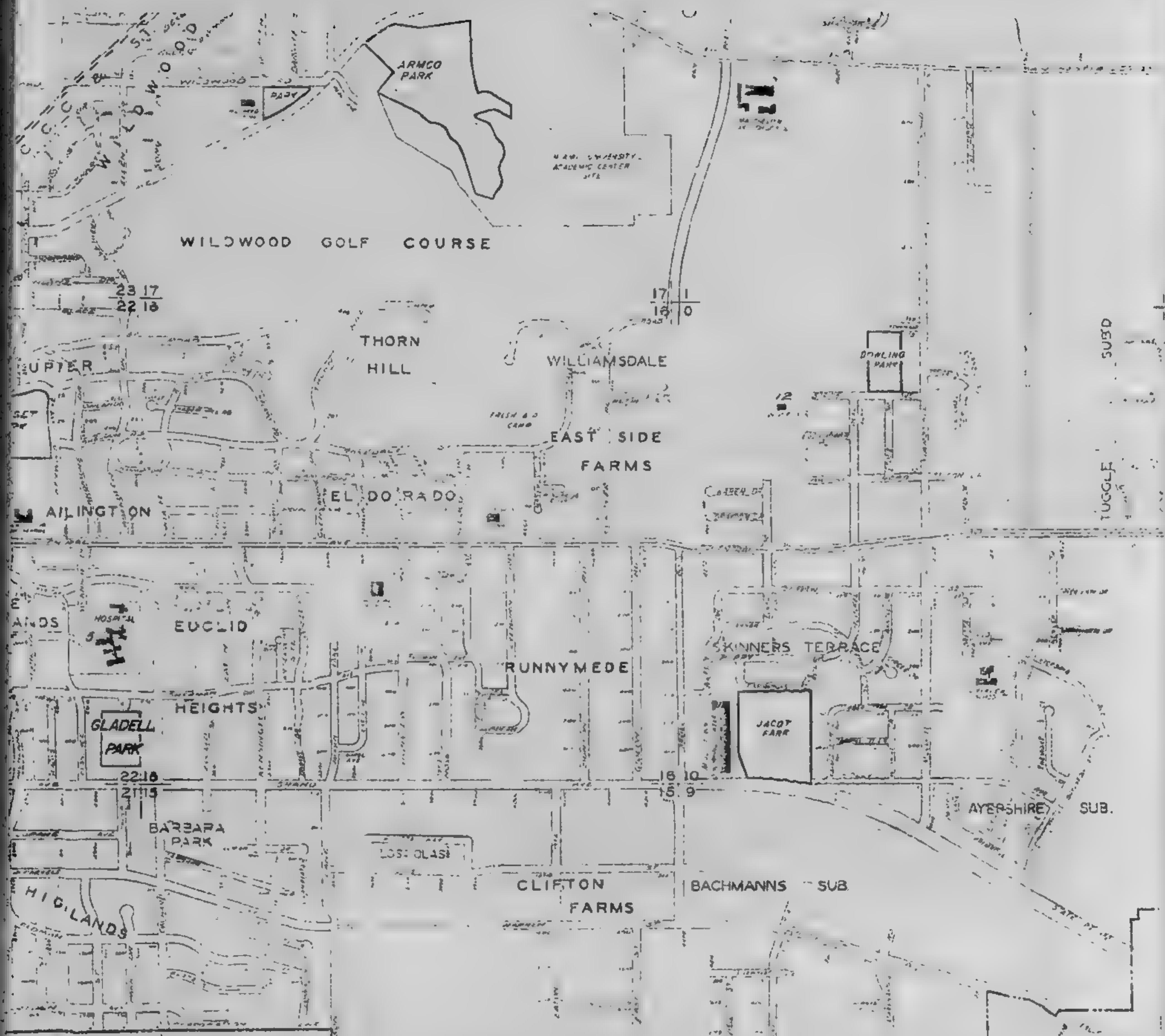
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EARL	AVE	N-27
EAST	ST	R-25
EASTLINE	DR	O-21
EASTON	AVE	O-16
EATON	DR	O-13
EATON	AVE	R-23
EDD	RD	O-1
EDGWOOD	ST	O-16
EIGHTH	AVE	O-9
EIGHTEENTH	AVE	O-8
F. S. WICKER	PLACE	G-25
EDGORA	DR	O-17
ELEVENTH	AVL	P-8
ELLAN	DR	I-19
ELLEN	DR	O-4
ELM	ST	N-23
ELMER	DR	K-18
ELMO	PLACE	J-17
EL PASO	AVE	K-14
ELSHORE	ST	A-4
ELWOOD	ST	I-7
EMERSON	RD	I-5
EMUCH	TH	I-4
ERE	AVE	I-3
EXCUD	AVE	I-2
EMERICH	AVE.	I-0

FARMLAND	PL	L-30
FAIRFIELD	AVE	N-12
FAIRMOUNT	AVE	O-11
FERMWOOD	ST	T-19
FIFTH	AVE	V-3
FIFTEENTH	AVE	R-8
FOURTY	ST	T-12
FIRST	AVE	M-10

MAP OF MONTON 1940









FISHER AVE
FLEMING RD
FLORENCE ST
FORST GLEN DR
FOREST AVE
FORMAN ST
FOURTH AVE
FOURTEENTH AVE
FRANKLIN ST
FULTON LANE
FRONT ST
FIELD WAY
FULLERS CT

H-20
L-3
O-5
M-2
P-1
R-7
N-9
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M-4
D-22
S-7
P-21
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CAGE	DR.
GIBSON	AVE.
GARFIELD	ST.
GERMANTOWN	RD.
GIBSON	RD.
GIRARD	AVE.
GLADYS	DR.
GLENCOE	AVE.
GLÉN	LANE
GLENMORE	DR.
GLENWOOD	RD.
GOLDMAN	AVE.
GORDON	ST.
GRANADA	AVE.
GRAND	AVE.
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GREGORY	DR.
GRIMES	ST.
GROVE	ST.
GERRY	ST.
GRANOVEN	DR.
GRATDON	DR.

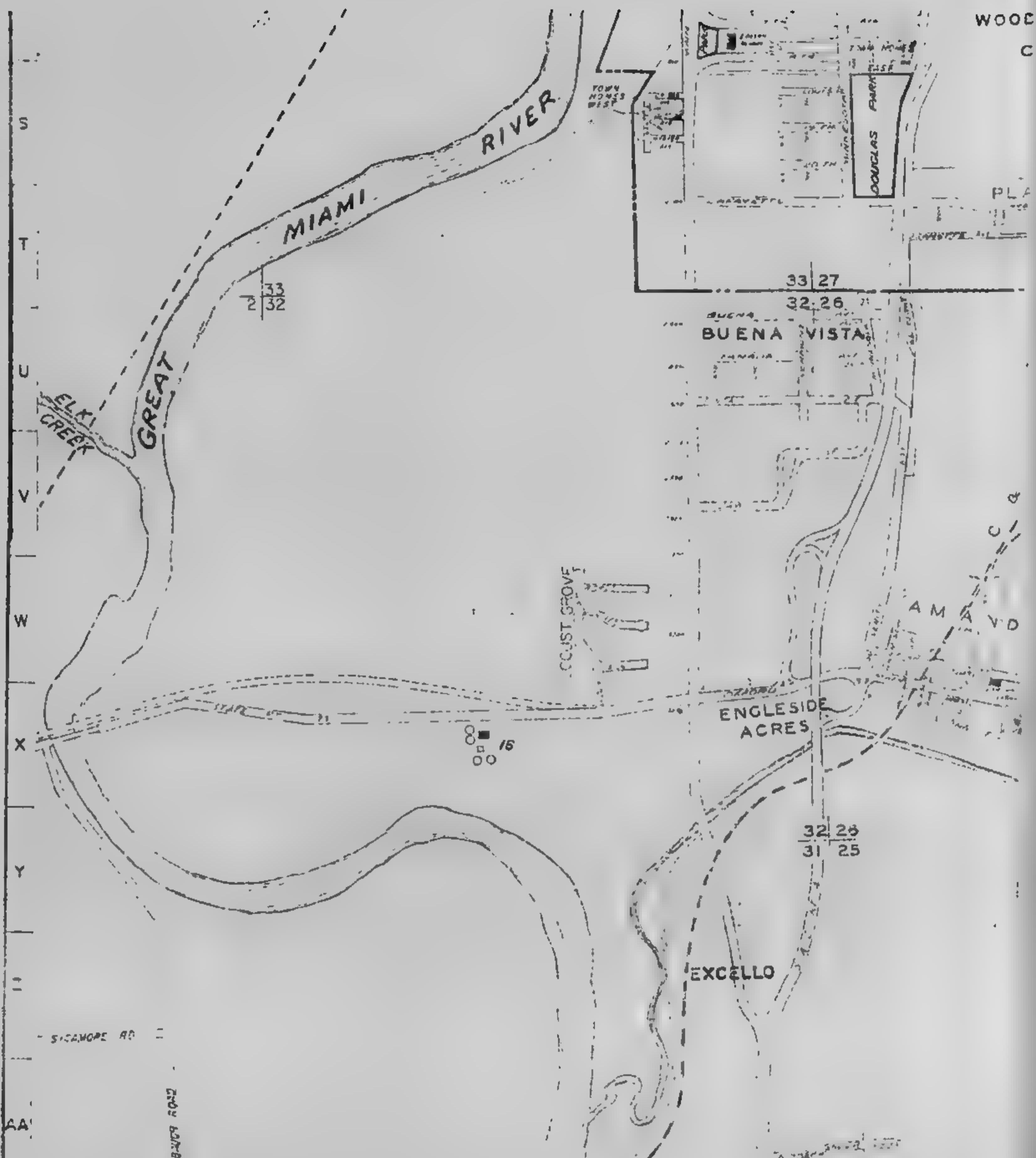
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Y-29
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A-19
C-32
M-24

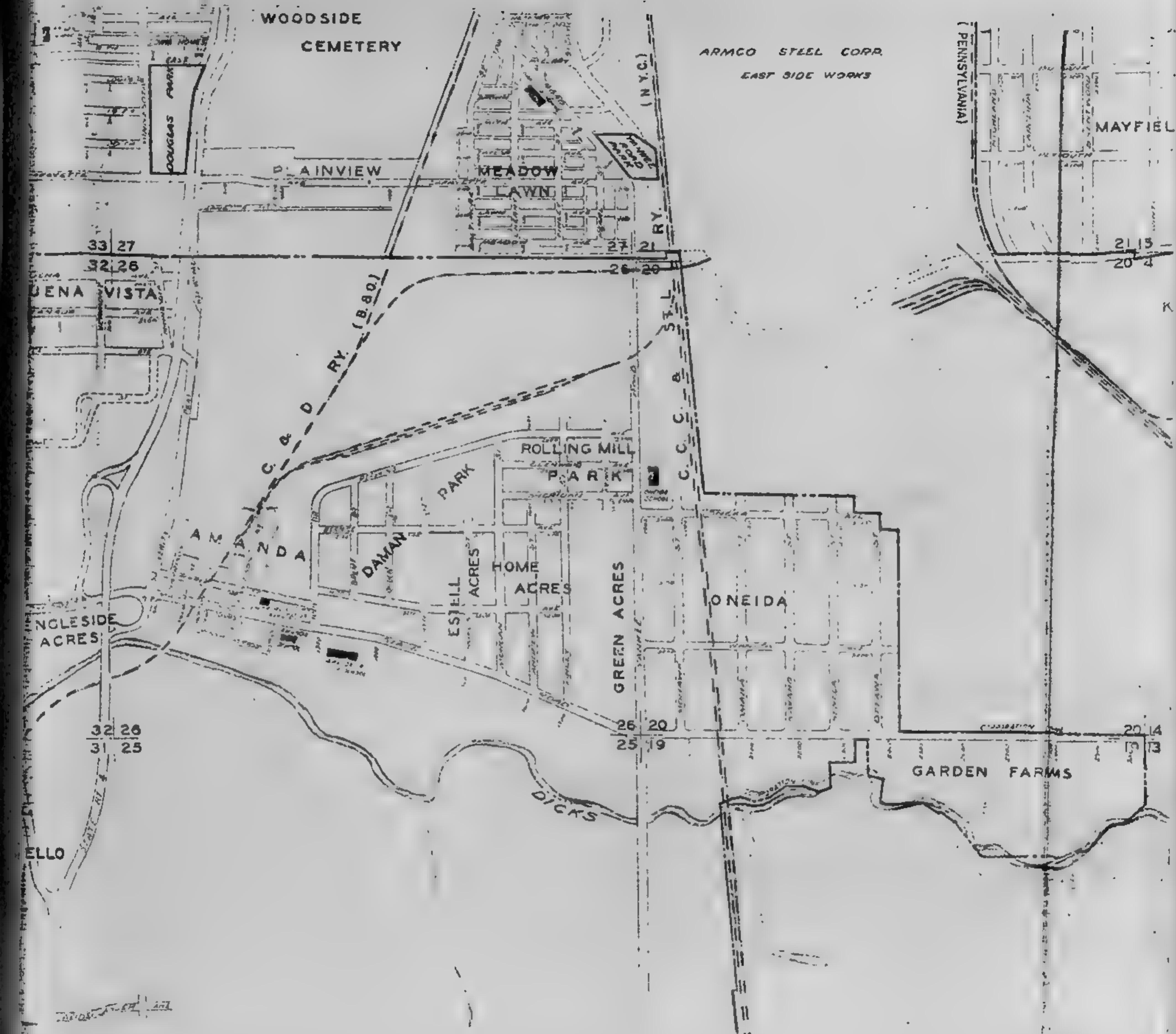
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HAMPTON	PLACE
HANNAH	DR
HANOVER	AVE
HARDEN	AVE
HARKE	ST
HARLAN	ST
HARRISON	ST
HARRISON	ST
HAWTHORNE	ST
HEFFNER	AVE
HEINKEL	RD
HELTON	RD
HENDRICKSON	RD.
HENRICK	RD
HENRY	AVE
HICKORY	ST
HIGHVIEW	RD
HIGHLAND	ST
HILL	AVE
HUGO	AVE
HOWARD	AVE
HOWE	RD
HUDSON	AVE
HUGHES	ST
HILL	ST
HOLLY	AVE
HAMILTON	
LITCHFIELD	RD
MURRAY	AVE.
HOOK	RD
HOPKINS	LAKE

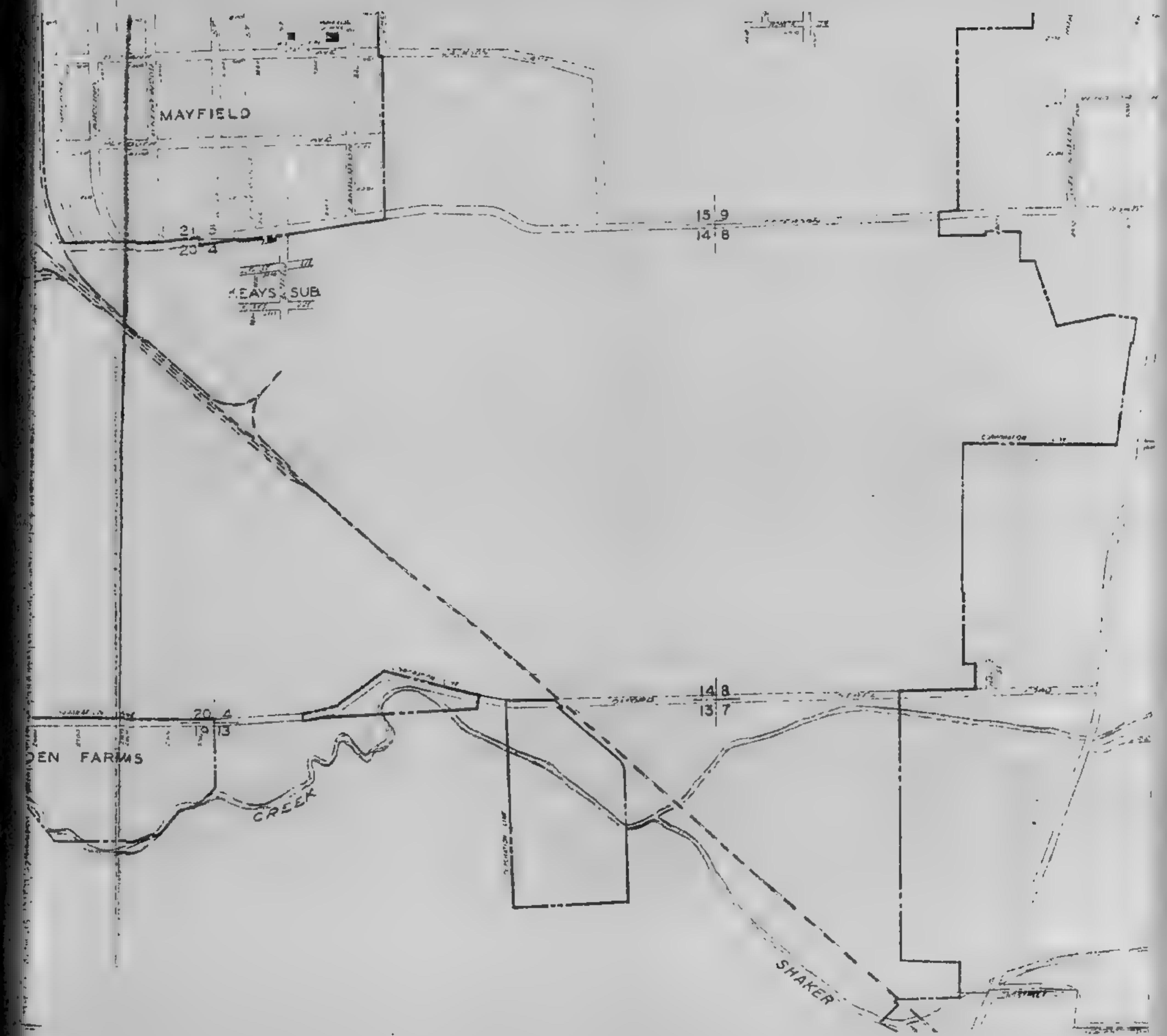
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O - 36
P - 27
Q - 30
R - 24
S - 29
T - 25

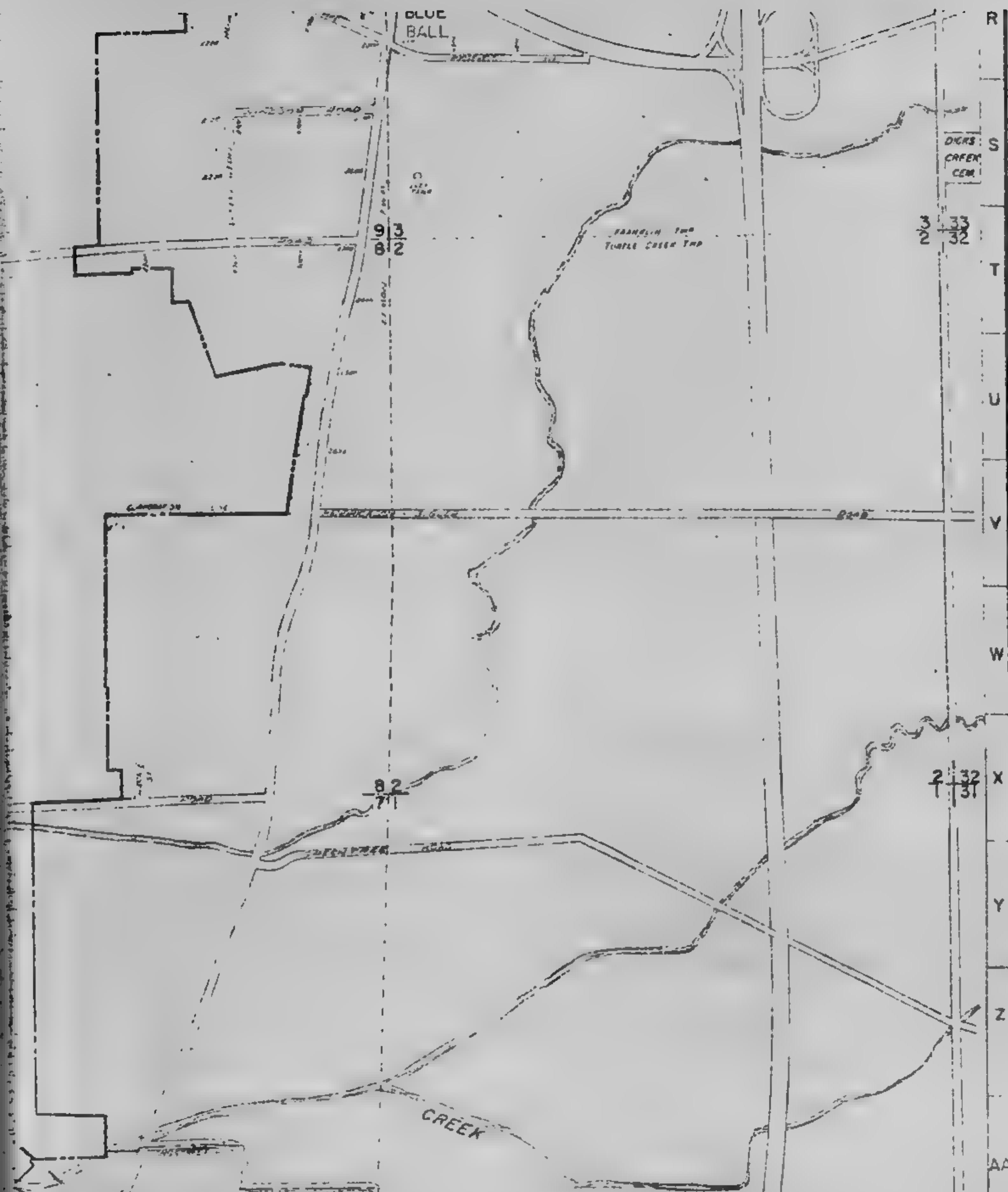
IGI-EXHART ST
MILWAUKEE AVE
WISCONSIN CR

47









SANTA BARBARA DR
SANTA FE RD
SAWYER AVE
SCHEIM DR.
SCOTT ST.
SECOND AVE.
SELDEN AVE.
SFNECA ST
SEVENTEENTH AVE
SEVENTH AVE
SHADOW HILL RD
SHAFOA ST
SHANTLE ST
SHANTLEY DR
SHEFFIELD ST
SHEFFIELD RD
SHELDON RD.
SHELLEY ST
SHERIDAN RD.
SHERMAN AVE
SHORT ST
SHOTTON ST.
SIERRA RD.
SIXTH AVE
SIXTEENTH AVE
SIMPSON AVE
SOPHIE AVE
SORA LANE
SOUR PLACE
SOUTH AVE
SPENCER LANE
SPRUCE ST
STANLEY ST
STEVEN'S AVE.
STATOMI ST
STOLZ T DR
STRATFORD DR.
SUNSET ST
SUPERIOR AVE.
SUTPHIN ST
SYCAMORE ST
SYCAMORE RD
SYDALO DR
STONY LANE
SYCAMORE RD.
SALTZMAN RD

K-17
M-19
O-22
N-24
G-20
M-9
R-17
X-16
R-8
O-19
L-19
M-16
J-18
D-23
T-19
I-5
M-18
E-22
V-12
O-15
I-19
I-4
M-19
O-8
R-8
G-12
P-15
F-23
O-15
O-18
K-16
W-6
M-26
I-26
N-20
N-13
N-14
O-13
K-8
M-31
L-31
P-1
H-44

TALTON DR
TARMORE CIRCLE
TAYLOR AVE
TENTH AVE
TERACE DR
TEXAS AVE
THORN HILL LANE
THOMSON-FRANKLIN RD.
TRINITY PLACE
TRINE ST
TYTUS AVE
TWENTIETH AVE
TIMBER TRAIL DR
TRENDON CT
TOOMISTER RD
TULLIS DR

M-27
O-25
S-12
P-8
O-28
H-19
L-20
J-7
L-11
T-10
K-13
B-8
D-25
O-28
CC-10
G-24

UNION RD O-34

GREENRIDGE

31125

3630

JACKSON LANE C-123
JACKSON ST. P-18
JACKSON ST. P-18
JACOB AVE P-11
JEANETTE AVE X-19
JEFFERSON AVE S-21
JENNIFER LANE S-21
JEWELL AVE S-20
JOHN RD. P-19
JOY DR. P-19
JOSEPH ST. C-29

KAREN DR M-24
KEATS ST. U-9
KENEDY DR V-29
KENNINGTON ST. C-27
KENWOOD DR U-27
KONRAD RD C-26
KREIGER ST. C-24
KUNZ AVE C-27
KEN RIDGE DR C-27

LA FAYETTE AVE T-7
LAMBERTON ST. T-20
LAWRENCE ST. P-12
LAUREL AVE C-20
LAWN AVE T-2
LEE DR G-22
LELAND COURT C-27
LEFFERSON RD C-25
LEIBEE ST. M-13
LESLEY LANE P-29
LEWIS ST. N-10
LIBERTY AVE P-9
LINCOLN ST. C-12
LIND AVE C-14
LINDEN AVE G-22
LISA LANE P-5
LOCUST DR

5 4
8 9

5 9
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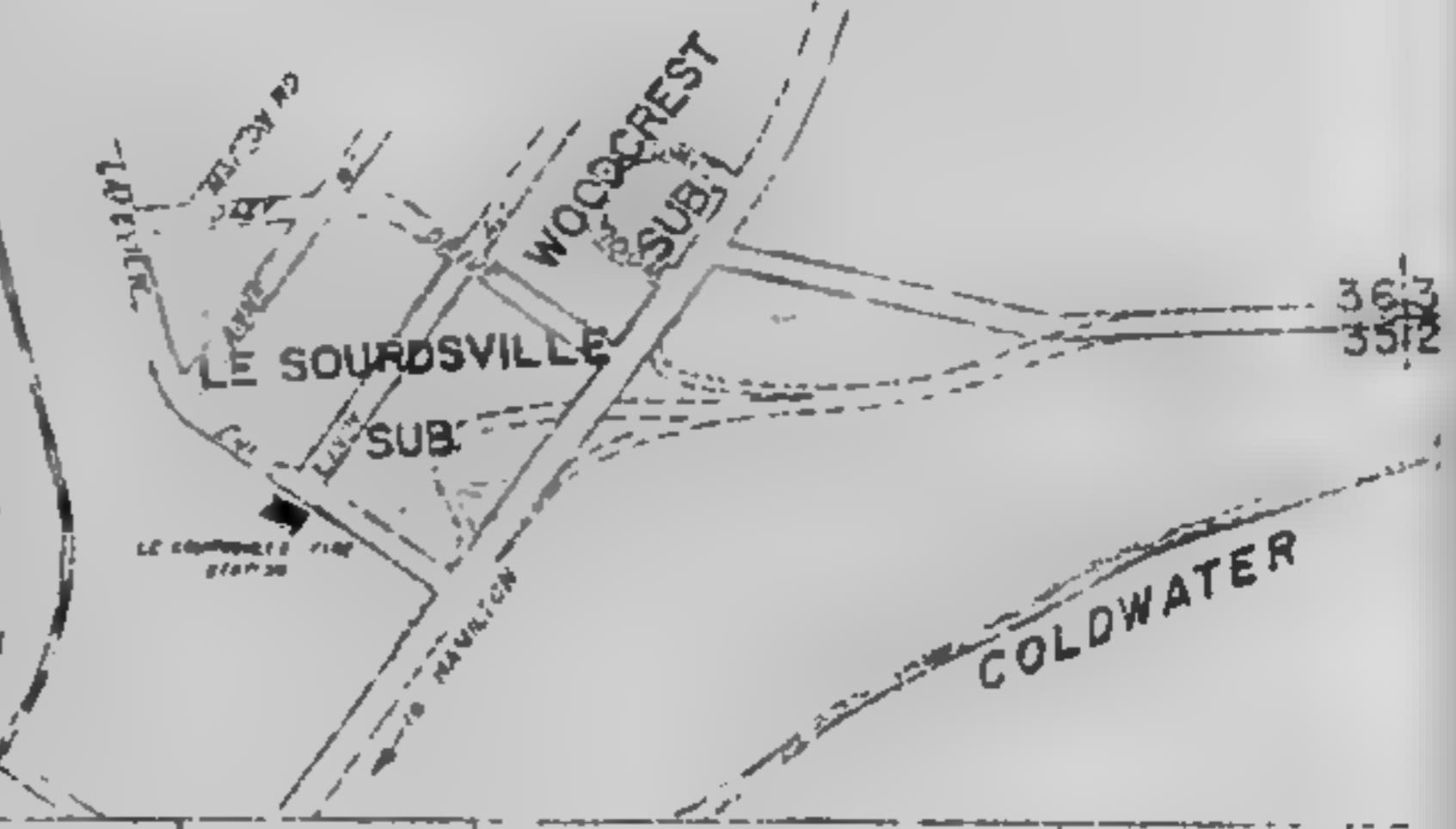
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GG

HH

II

1 1 2 3 4 5 6 7 8 9



11/16/65

Clinton County, AFM
6hr

15 Nov 65 MEMO FOR THE RECORD

Sgt Jones called Sgt Smith at the Army Aviation Section and also
[redacted] were

[redacted] at Base Operations to find out if there any helicopters

on the night of the 4th in the area of Clinton County: A
negative report was given. On 16 Nov 65, called Maj Engebretsen, and
asked him to check Radar Sectors, for unusual or unidentified Radar Returns.
Negative reports from Local Radar Sectors, Sector Radar at Detroit, MFRAD
Sectors.



19¹³

24¹⁸

13¹⁷

18¹²

MILLERS
71

CITY OF MIDDLETOWN

SCALE OF FEET

— INDICATES PROPOSED ROADWAY
- - - INDICATES PRIVATE ROADWAY

18 19 20 21 22 23 24 25 26 27 28

TOWN, OHIO

20

~~PROPOSED ROADWAY~~
~~SMART ROADWAY~~

— *Useful Tools* —
— *Familiar Critics' Tools* —

126

12.6

1

1

1

30

27

29

29

3

3

32

3

3

REVISIONS		
DATE	BY	REASON
JUN., 1962	PER	Initial
JUNE 1, 1963	CW	Change
AUG., 1964	CW	Change
AUG., 1965	AS	Change

**YANKEE
YORK
YOUNG**

Q-10
Q-12
Q-11

VANCE	ST	S-6
VALLEY VIEW DR		D-25
VAL'L	AVE	M-11
VANDERVEER ST		N-10
VAN	AVE	K-14
VANNEST	AVE	H-20
VERITY	PKWY	P-9
VERMONT	ST	R,U-8
VINE	AVE.	L-12
VINE	ST	K-6
Victoria	AVE	D-28

WALTON	CT	L-23
WAITE	ST	P-13
WALNUT	ST	G-15
WALL	ST	M-10
WANETA	AVE.	X-14
WARREN	ST	O-22
WASHINGTON ST		K-13
WASHINGTON ST		X-19
WATER	ST	L-9
WAYNE	AVE	O-14
WEBBER	AVE	H-18
WEBSTER	ST	L-12
HELLINUTON RD		9-27
WILDELL COURT		O-31
WEST ALEXANDRIA RD		I-1
WHISMAN DR		M-27
WICOFF ST		P-19
WILBRAMM RD		M-16
WILWOOD RD.		I-19
WILMORE DR.		I-15
WILSON ST		P-19
WINDSOR AVE		P-7
WINDSOR RD		S-28
WINONA DR		G-17
WINTON ST		T-19
WISCONSIN ST		R-7
WOODBURN AVE		I-15
WOODLAWN AVE		O-12
WRENN COURT		I-13
WRENN ST		I-13
WEIKEL DR		J-2
WILMA ST		A-19
WILSHIRE DR		O-26
WHITTIER ST		F-21
WOODCREST DR		MH-7
WICKLOW DR		H-25
WEAVER AVE		S-6
WINDRIDGE COURT		M-22

14 NOVEMBER 65 NIGHT
CIVILIAN

14 November 65 Night Middletown, Ohio

Civilian Astro (VENUS)

One

about 1 hour

TYPE OF OBSERVATION

Ground-Visual

S

2000,

X

2000 AND 00

X

Observer said that an object was visible to the South and had been reported by several other persons in the area. Object or similar object was observed on the previous night. Sgt Moody received call from observer. Sgt Moody told observer it was the planet Venus and to observe it on the following night if different to phone back. Next day no phone call received.

14 Nov

MEMO FOR THE RECORD

On the night of 14 November 1965, Sgt Moody received a telephone call from the desk Sgt from the Middletown, Ohio police station. The Sgt informed Sgt Moody that an object was visible to the South and had been reported by several persons in the area. This object or a similar object was observed on the previous night. On the night of 14 November, the object had been observed for about an hour and was still visible. Sgt Moody looked at the object with binoculars and observed a star slightly below and to the left of Venus and another object higher in elevation and to the left of the planet Venus. He requested that the police officer observe the object at Middletown, to determine if a star was low and to the left, and if there was another object to the left and above the planet. The patrolman at Middletown looked at this object and observed the same stars adjacent to the planet Venus. Sgt Moody informed him that Venus would move 15 degrees in azimuth toward the west in descending path until disappearance about 8:30. He told the patrolman that if the object being observed did not conform with this predicted flight path, to call back.. No additional ~~calls~~ were received,

MEMO FOR THE RECORD

On the night of 14 November 1965, Sgt Moody received a telephone call from the desk Sgt from the Middletown, Ohio police station. The Sgt informed Sgt Moody that an object was visible to the South and had been reported by several persons in the area. This object or a similar object was observed on the previous night. On the night of 14 November, the object had been observed for about an hour and was still visible. Sgt Moody looked at the object with binoculars and observed a star slightly below and to the left of Venus and another object higher in elevation and to the left of the planet Venus. He requested that the police officer observe the object at Middletown, to determine if a star was low and to the left, and if there was another object to the left and above the planet. The patrolman at Middletown looked at this object and observed the same stars adjacent to the planet Venus. Sgt Moody informed him that Venus would move 15 degrees in azimuth toward the west in descending path until disappearance about 8:30. He told the patrolman that if the object being observed did not conform with this predicted flight path, to call back.. No additional ~~calls~~ were received,

MEMO FOR THE RECORD

10 November 1965

Mr. [REDACTED] of West Middletown called to report a UFO.

This thing appeared to be a large round ball. It was about the size of a grapefruit in comparison to a star. It was in the Northeast, and the lights were going on and off. There long colored sparks shooting from the object. As it got closer, it appeared to be a night light with red and white and bluish lights. It started to land. It had very bright lights that went on and off very fast. The object seemed to go into a point. It had long thin wings. It appeared as though it might have had a bubble on the front. It landed to the left of the levee and had a dull deep large round red glow. Took off to the Northwest. It was less than five minutes on the ground. It took it less than 2 minutes to disappear. Next day she heard a report from a lady in West Alexandria which is near Gratis. At

MEMO FOR THE RECORD

A lady called from the Middletown Journal - on 9 Oct 65 to report
(the report)
a UFO. The sighting was made on Thursday evening and was in the
paper on Friday, Oct 5. Mrs. [REDACTED] of [REDACTED],
was the first witness. She is the manager of the First Methodist
Church. She saw a very bright light at 6:45. Sgt Moody said that
this was Venus. [REDACTED] had been on Franklin Trent Rd. and
turned on to Brounrun Rd. She was driving a car with three children
in it. One of the children spotted the bright light. They next
saw a very bright thing with some sparks shooting out from it. The
object went behine some trees and landed. The object had wings.
One of the children said that it looked pointed on top. It looked
like hot metal. Had a very high speed. Lady reported it to
Patrolman Barnes in West Alexandria. Theree was an Amco plane
around 6:45, but it landed at the airport. Patrolman talked to
the pilot of the plane and the pilot did not take off again after
he once landed. The object did take off again.

(Another report from West Alexandria) (South of Gratz)

Another lady heard what sounded like a jet around 7 o'clock. This
thing went over her house . At this time, the lights flickered in
the house and the TV went off. This was a very white light.
The lady saw red in the light . She said it landed Southeast.

MIDDLETOWN, OHIO

4 NOVEMBER 1965

At 1845, 4 November 1965, observer and her three children were driving along the road when one of the children spotted a bright light, about the size of a grapefruit in comparison to a star. It was in the northeast, and the lights were going on and off. As the object got close, it appeared to be a night light with red, white and bluish lights, with sparks shooting out from it. The object had long thin wings and appeared as though it might have a bubble on the front. It landed to the left of the levee and had a dull, deep, large, round, red glow. After approximately five minutes the object took off to the northwest and disappeared in less than two minutes.

COMMENTS

The initial phases and possibly some of the subsequent portions of the sighting are attributed to the Armco Gulfstream 437-A which landed at approximately 1840 EST. The approach path of this aircraft to Middletown was from the northeast and the landing runway was on an azimuth of 052°. Although there is a discrepancy of approximately five minutes in the reported time of the sighting and landing of the aircraft, it is reasonable to assume that this small difference in time would not eliminate this as a cause of the report. Observer stated that she didn't notice the aircraft that was landing. This offers more reason for concluding that the Armco jet with its landing lights on was the initial object sighted to the northeast. The aircraft at this time was far enough away that the landing lights would obliterate the smaller lights from the strobes and beacons. As the aircraft got closer the strobes and rotating beacons would have given the illusion of sparks and flashing as was reported.

The dull deep red glow is attributed to the aircraft lights on the runway (invisible from that location) or some ground lights on the opposite side of the river. The final phase of the sighting, consisting of lights rising and moving off to the northwest cannot be explained in terms of this aircraft. At present the Air Force has been unable to locate any known object to account for this portion of her sighting. The pilot of the aircraft did not observe any unusual lights or other aircraft during his approach to the airport. A check was made with the local radar network and no unidentified tracks were observed on the night of 4 November. Contact was made with all known military agencies operating helicopter type aircraft in southwest Ohio, and the Air Force was unsuccessful in placing any of these vehicles in the Middletown area at the time of her observation.

As such, the case will be carried as two separate observations. The first evaluated as an aircraft, and the second disappearing to the northwest remains unidentified.

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